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estimated value is larger than a predetermined value.

13. The electric power steering system of claim 1, wherein the static friction is compensated by multiplying the term proportional to the static friction estimated value obtained through the means of computing the estimated value of the static friction by a predetermined function for compensating for the nonlinearity of the motor or the motor reduction gear.

14. The electric power steering system of claim 9, wherein an upper limit is provided for at least one or all of the static friction compensation performed through the means of compensating for the static friction, the term proportional to the static friction estimated value obtained through the means of computing the estimated value of the static friction and the term for compensating for the nonlinearity of the motor or the motor reduction gear.

15. The electric power steering system of claim 1, wherein the static friction is compensated by multiplying at least one or all of the static friction compensation performed through means of compensating for the static friction, the term proportional to the static friction estimated value obtained through the means of computing the estimated value of the static friction and the term for compensating for the nonlinearity of the motor or the motor reduction gear a predetermined function of motor angular velocity, motor back electromotive force and steering angular velocity.

16. The electric power steering system of claim 1, wherein at least one or all of the static friction estimated value obtained through the means of computing an estimated value of the static friction, the static friction compensation performed through means of compensating for the static friction, the term proportional to the static friction estimated value obtained through the means of computing the estimated value of the static

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a friction and the term for compensating for the nonlinearity^{ity} of the motor or the motor reduction gear are changed based on car speed or engine speed.

17. The electric power steering system of claim 16, wherein at least one or all of the function of motor angular velocity, motor back electromotive force or steering angular velocity, the positive feedback gain, the term for compensating for the nonlinearity of the motor or the motor reduction gear, the predetermined function for compensating for the nonlinearity of the motor or the motor reduction gear and the upper limit are changed based on car speed or engine speed.

18. The electric power steering system of claim 1, wherein the dynamic friction or inertia of the steering system is compensated based on the angular velocity or angular acceleration of the motor or steering.

19. The electric power steering system of claim 18, wherein a term for compensating for dynamic friction and a term for compensating for static friction are weighed so that one of them is used.

20. The electric power steering system of claim 18, wherein the term for compensating for dynamic friction, the term proportional to the static friction estimated value and the term for compensating for the nonlinearity of the motor or the motor reduction gear are weighed so that at least one of them is used.